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REPORT NO. [redacted]

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COUNTRY USSR (Ukrainian SSR)

DATE DISTR. 16 Feb. 1954

SUBJECT Coal Mine No. 13 Bis

NO. OF PAGES 6

DATE OF INFORMATION [redacted]

REFERENCES:

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PLACE ACQUIRED [redacted]

THIS IS UNEVALUATED INFORMATION

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[redacted] Anthracite was the type of coal mined at Coal Mine No. 13 Bis, and [redacted] the other three mines belonging to the Trust also mined anthracite. There was a coke plant at the RR station Khanzhenkovo; part or all of the output of Coal Mine No. 13 Bis, and probably the output of the other mines belonging to the Trust, was sent to this plant [see Encl. A for Surface Plan of Coal Mine No. 13 Bis].

2. [redacted] Coal Mine No. 13 Bis had been organized many years ago, presumably during pre-revolutionary times. As related by the old-timers, there was a large explosion of methane gas in the mine in 1939, and many of the entries were clogged up; many miners perished in the mine in this disaster.

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3. [redacted] There were a director, chief engineer, three shift engineers, and a number of other administrative officials. There were about 3,000 miners employed in the mine who worked in three eight-hour shifts, seven days a week.
4. Coal Mine No. 13 Bis had two horizontal beds of coal. The first bed was 160 m. below the surface, and its thickness was unknown; the second bed was 275 m. below the surface and its thickness was approximately 1.2 m. [redacted] the first bed was closed for repairs. 50X1
5. Coal bed No. 2 (275 m. below the surface) had 16 sections (uchastok), eight of which were located on the eastern side and eight on the western side of the mine. Each section had one coal face (lava) in operation which was provided with two entries: hauling entry (otkatochnyy shtrek) for the removal of produced coal; and ventilation entry (ventilyatsionnyy shtrek) for ventilation purposes and the removal of rocks.
6. Coal Mine No. 13 Bis had two shafts (stvol) [see Encl. A]. One shaft was used for hoisting coal and was called skipovoy; the other was used to transport the miners and for cars loaded with rocks, and was called klet'yevoy. The skipovoy shaft was equipped with a tipper which had an opening to permit entrance of the loaded cars. Once in the tipper, the car was tipped by a push button and the coal was dumped into a hopper located under the tipper. From the hopper coal was hoisted to the surface by an electrically operated hoist. The klet'yevoy shaft was equipped with an elevator consisting of a platform with rails to accept rock-loaded cars. One loaded car or 20 miners could be hoisted by this elevator. [redacted] 50X1
entire machinery and equipment in Coal Mine No. 13 Bis was of Soviet manufacture.
7. Under the ground Coal Mine No. 13 Bis had the following entries [see Encls. B and C]:
 - a. Main entry (korennoy shtrek), several kilometers long, 4 to 4½ m. wide, and 2½ m. high, with a double track RR line 0.9 m. wide. Electric locomotives which could pull 18 two-ton coal cars operated in this entry carrying coal to the skipovoy shaft.
 - b. Inclined entry (uklon), two meters wide and two meters high, with one 0.9 m. wide RR track for transporting coal loaded cars to the main entry. Sections of six loaded cars could be pulled to the main entry by an electrically-operated winch.
 - c. Ventilation entry, 2 m. wide and 1.60 m. high, with one 0.9 m. wide RR track for the transport of rocks.
 - d. Hauling entry, 2½ m. wide and 2 m. high, with one 0.9 m. wide RR track for the transport of coal. The ventilation and hauling entries had no winches; loaded and empty cars were pushed by the miners to and from the inclined entry.
8. [redacted] in this part of the mine Sections 7, 8, and 9 [see Encls. B and C] were also located. The coal faces under operation in each section were located between the hauling entry and the ventilation entry, and each face was approximately 100 m. long. The cutting of the coal face always started from the inclined entry. The cutting was done with a coal cutter (vrubmashina) and, [redacted] was always done in an uphill direction. For this purpose there was a winch to which the cutter was tied. The cutter bar was approximately 1½ m. long. 50X1

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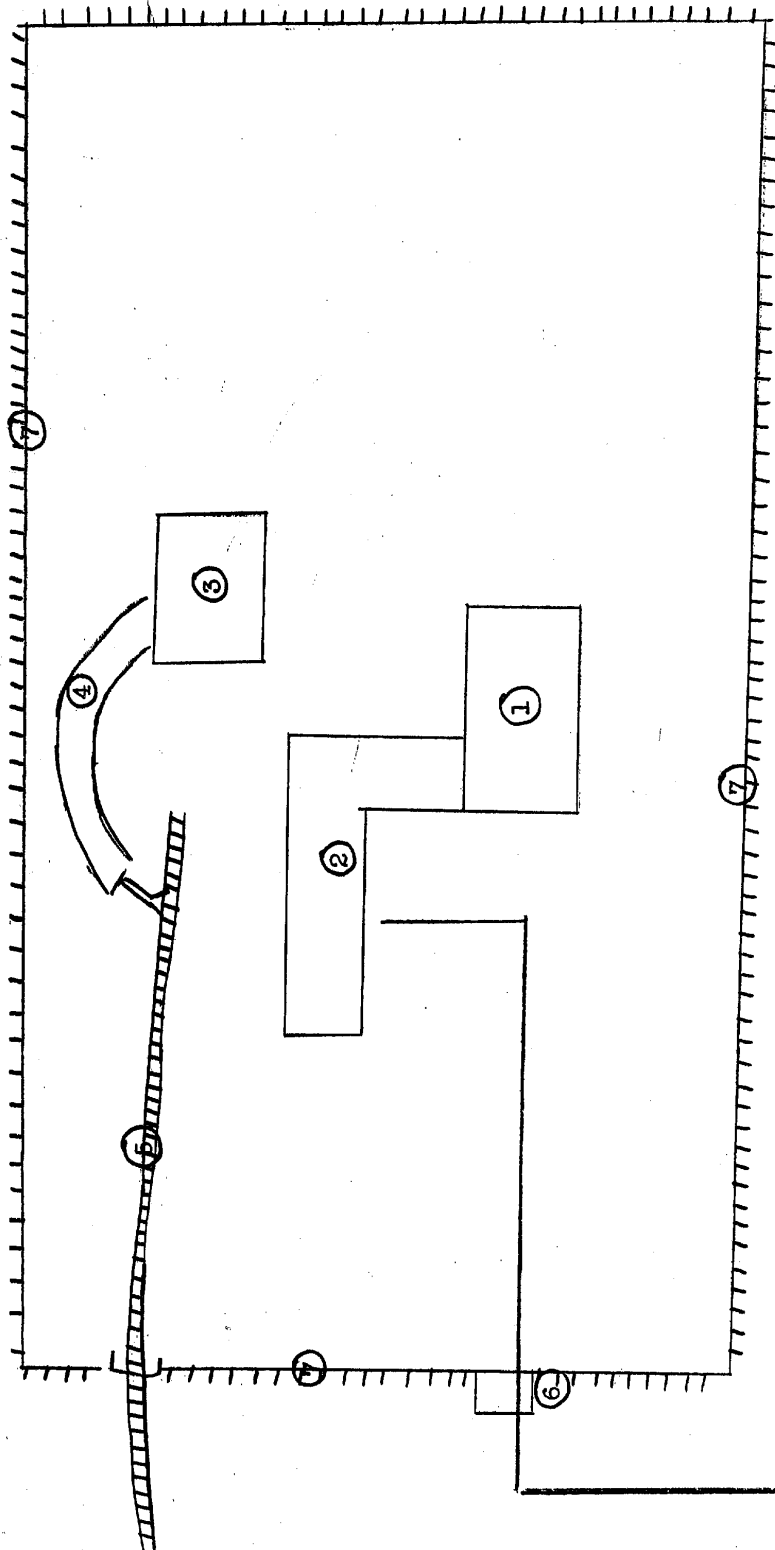
9. After part of the coal face had been cut, the drillers undertook drilling for the explosive charges. [redacted] drillings were done in two rows. When this was completed blasting took place. [redacted] no detailed information on drilling and blasting procedures, equipment, or the explosives used. 50X1
10. The coal that had been cut by the cutters and blown by the explosive was loaded by coal loaders (navalootboyshchiki) onto chutes (reshtaki) which were placed parallel to the coal face for the purpose of taking the coal to the hauling entry. At this entry loading was done merely by releasing the coal from the chutes into the cars that had been placed underneath them. Each coal car was two meters by one meter in size and could carry two tons of coal. Loaded cars were pushed by hand, either singly or in twos, to the inclined entry. There links of six cars were made up and pulled by winch to the main entry. In the main entry the train of 18 cars was pulled by an electric locomotive.
11. As soon as the cutters had gone further and there was room enough for the timbermen to work, they started to set up props to secure the coal face. The props were set in rows 1.5 m. apart, with the props 0.6 m. away from each other. This done, the used part of the coal room was blocked (zabutirovan) when the props were knocked out with axes.
12. The timber for the props came via the klet'yevoy shaft from where it was taken by car to the hauling entry. The ventilation entry received only timber which was needed for timbering of this entry. On return trips empty cars were used to transport the timber.
13. There were more than 10 electric locomotives with a capacity above 40 tn. operating in Coal Mine No. 13 Bis [redacted] the total number of cars. [redacted] whether a machine called a "coal combine" was used in this mine. 50X1
14. [redacted] no information on production quotas established for Coal Mine No. 13 Bis. The quotas were never posted on the bulletin board, and [redacted] do not know what the daily production of the mine was but judging by the number of miners employed and the around-the-clock work schedule, [redacted] assume that it was large. 50X1
15. The miners were paid piece wages which were rather high; on the average they received from 1,500 to 2,000 rubles monthly. Loaders and timbermen often made from 3,000 to 4,000 rubles monthly. In spite of the high wages the morale of the miners was low because of the hard work, the dangers connected with it, and the large number of accidents which happened in the mine. Accidents occurred mostly at the entries where miners were hit by the trains or by released cars. There were also several cases where miners were sealed in. The miners in Coal Mine No. 13 Bis received no food ration. However, they were authorized to buy coal at the mine for their private needs at a reduced price.
16. Close to Coal Mine No. 13 Bis there was a miners' settlement, which belonged to the mine, where the majority of the miners lived. The monthly rent for an apartment consisting of one room and a kitchen was either 35 or 45 rubles. Single miners slept in dormitories and paid probably 15 or 20 rubles monthly.

ENCLOSURES:

- A. Surface Plan of Coal Mine No. 13 Bis
- B. Plan of the 275th Horizon and Location of Coal Sections
- C. Plan of a Coal Face

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Surface Plan of Coal Mine No. 13 Bis



1. Miner and Rock Shaft (klet'yevoy stvol).
2. Administration Building, Shower Room, Clothing Supply, Generator Room.
3. Coal Hoisting Shaft (skipovoy stvol).
4. Coal Grading and Cleaning Shop (sortirovochnaya).
5. Normal Gauge RR Line to RR St. Khanzhenkovo and Coke Plant.
6. Check-point.
7. Wooden Board Fence.

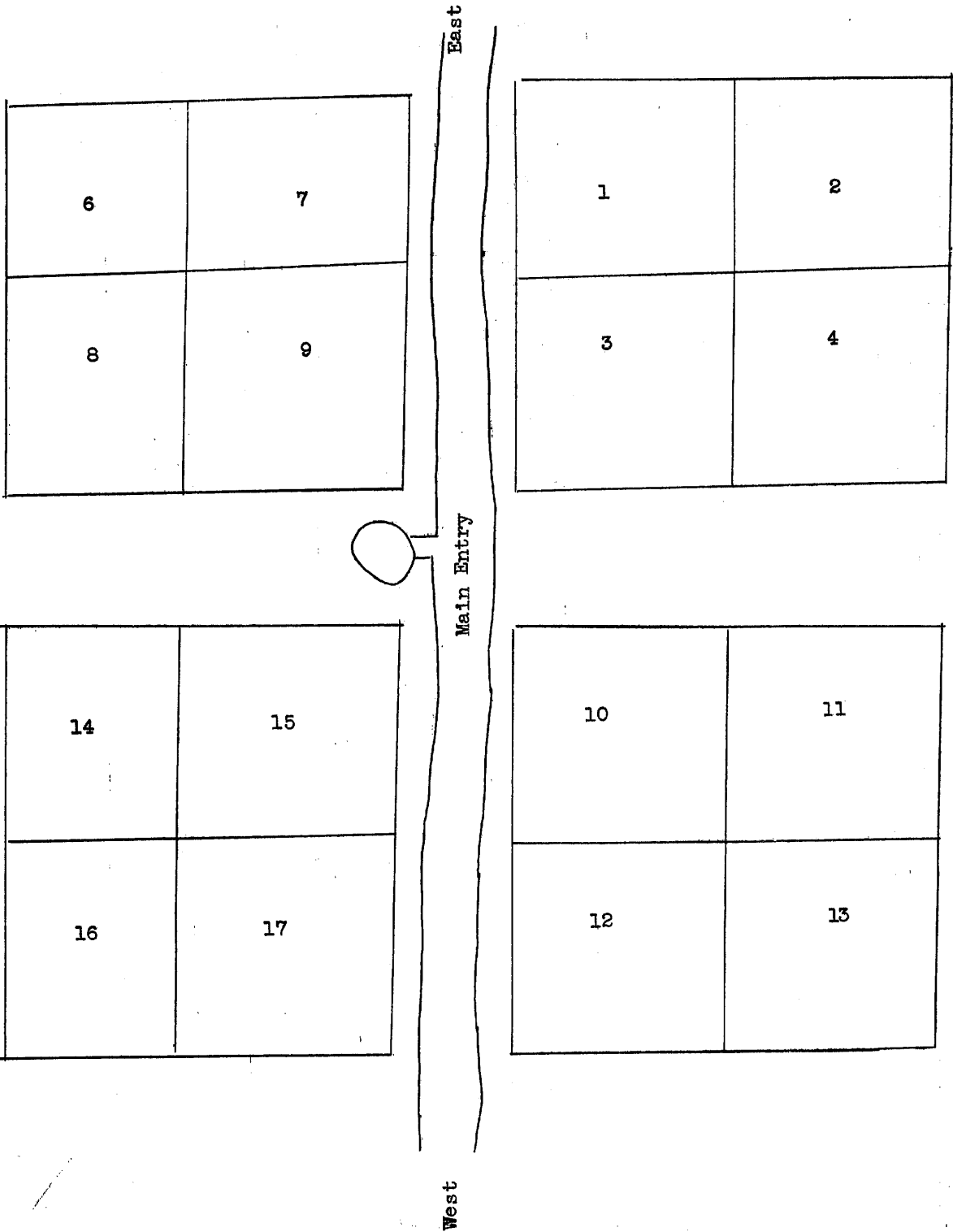
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ENCLOSURE B:

Plan of the 275th Horizon and Location of Coal Sections



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ENCLOSURE C:

Plan of a Coal Face

